

CLASSIFICATION SECRET/SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

REPORT

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THIS IS UNEVALUATED INFORMATION

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1. The normal size of freight trains is 120 axles, or 60 cars. On the Prague-Bohumin line, where traffic is heavier, trains normally have 140 axles. Most cars have two axles, weighing 10 to 12 tons empty and carrying 15 to 20 tons of load. In general, the box cars carry 15 tons and the open cars 20 tons. The new two-axle coal car weighs 18 tons and carries 30 tons load.

2. The main locomotive workshops

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Pilsen
Ceska Trebova
Ceska Velenice
Nymbork (for steam and Diesel units)

Trnava
Vrutki
Zilina

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3. Locomotives are assigned to particular terminals according to the requirements of each station. All stations are different. Every station has three or four extra locomotives to serve in case extra, non-scheduled trains are required, or to substitute for emergency breakdowns.

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4. Coaling is done at most terminals from a coal elevator (Aufzug). Average locomotives were fueled daily, the elevator had to handle between 360 and 420 tons per day.

5. Until 1948, coaling required a crew of 10 men, but postwar efficiencies have reduced the crews to six men working in 12-hour shifts. If the elevator fails extra

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men must be called in to complete coaling by hand; about ten extra men would suffice.

6. The chief railway bottlenecks lie, not in individual bridges or mountain passes but in most of the big cities. Rail facilities are cramped and crowded, and because they are surrounded by built-up areas, they have no room to expand. This congestion is a hindrance to all yard, station and shop operations.
7. [] freight is transloaded from standard to broad gauge rolling stock near the Soviet frontier, but have no detailed information on existing or projected transloading stations.
8. []

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